

ISSUE #12

enduro

ILLUSTRATED

- * **RALLY LITE** RALLYING ON YAMAHA'S WR250F *
- * A CLOSE LOOK AT KTM'S E2 TITLE WINNER **MEO'S MACHINE** *
- * **MAN TRAILS** TRAIL RIDING ISLE OF MAN STYLE *
- * ONE GOAL. ONE VISION. IN ONE DAY. **INSIDE ALPINESTARS** *







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Antoine Meo, Team KTM E2 / World Champ
Jamie McCanney, Team HVA Junior / World Champ
Mathias Bellino Team HVA E3 / World Champ



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ANTOINE MEO
KTM ENDURO FACTORY TEAM, E2



TADDY BLAZUSIAK
KTM ENDURO FACTORY TEAM,
SUPER ENDURO

Photo: © KTM / KTM images



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MORE**



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LAILA SANZ

KTM ENDURO FACTORY TEAM, EW

MATTHIAS WALKNER

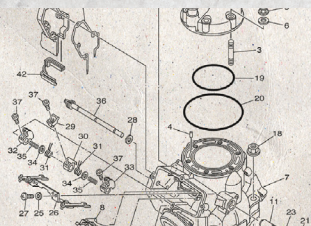
KTM RALLY FACTORY TEAM, CROSS COUNTRY RALLIES



Photo: © Rally Team / Eric von Bauer

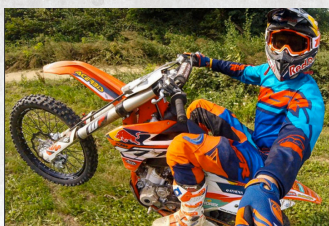
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EDITORIAL #12 →

Getting issue #12 of Enduro illustrated started with a little two-stroke lovin'



UP FRONT →

Kind of like a news section, just a little different. Hopefully a little better!



FIVE REASONS WHY... ISLE OF MAN →

A small island with a big heart for dirt bikes



INSIDE ALPINESTARS →

A look around the company with one goal, one vision



GALLERY #12.1 →

A serious dose of visual awesomeness from this year's Red Bull Sea to Sky



CASELLI FOUNDATION KTM 450 →

One seriously good looking bike



UP FRONT INTERVIEWS →

Questions asked to an adventurer, an extreme racer and a rally world champ



RALLY LITE →

We built an affordable rally bike. Then took it to Greece and raced it



ANTOINE MEO'S KTM →

Up-close look at KTM's factory 350cc Enduro 2 weapon



SHOULD I... →

For and against throwing on a chest protector before hittin' the track



END ZONE →

Interesting stuff and product reviews at the back of the mag



SELFIE →

All there is to know about Spain's Enduro 1 class racer Lorenzo Santolino



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EDITORIAL #12

Are we looking at the start of a two-stroke renaissance?

There seems to be plenty to suggest that two-stroke popularity is rising and rising steadily. That's nothing new - it's been this way for a good few years now - but Yamaha's decision to once again embrace oil burners, well that changes things a little. Doesn't it?

We all know that two-strokes make perfect sense for off-roaders. They're lighter, quieter, easier to work on and mechanically have a tonne less moving parts than four-strokes. They're cheaper to buy and cheaper to maintain, too. What's not to love?

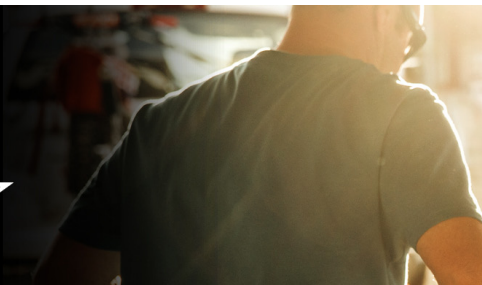
With their WR250 and YZ250X Yamaha aren't doing much more than simply serving up a bike that they stopped developing several years ago. With a few updates and a handful of tweaks their new 250cc off-road machines are ready for action.

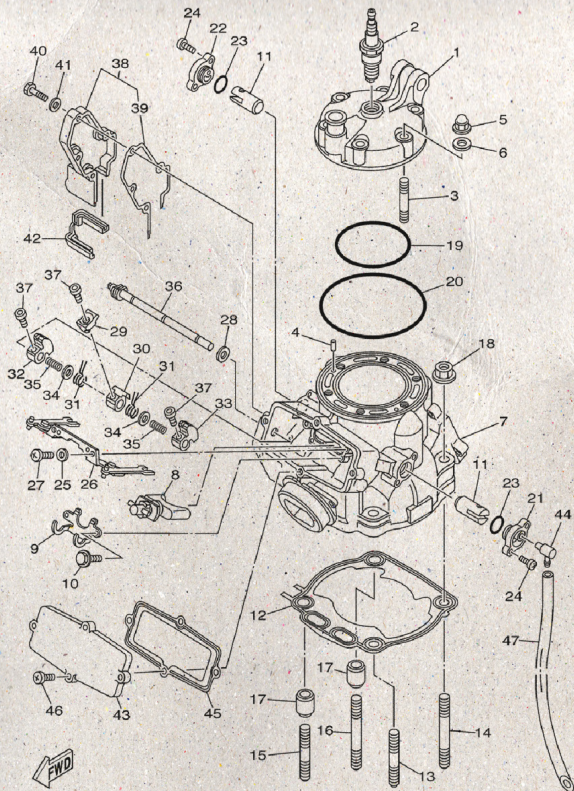
European bike builders KTM, Husqvarna, Beta, Sherco and TM never stopped believing in two-strokes. Steadily improving and refining, and occasionally creating new, niche models, they've long understood that for many riding pleasure is intrinsically linked to straightforward, bike maintenance.

Four-strokes, the smaller and lighter machines we are used to today, won't be going away any time soon. But for those not interested in racing, and plenty that are, the humble two-stroke ticks all the right boxes...

Jonty Edmunds

jonty@future7media.com





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VIEW COMPLETE
ENDURO MODEL RANGE



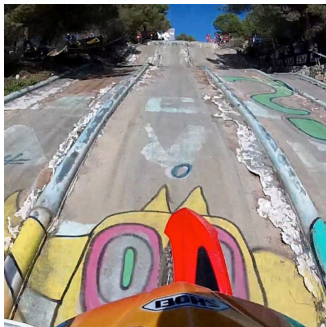
RE


Husqvarna[®]
MOTORCYCLES

1.



2.



5.



6.



THE COLLECTION

POV SPECIAL - HOW THINGS LOOK FROM THE INSIDE W

1. Jonny Walker knows how to take a proper selfie, even while wheeling his KTM.
2. Beta Spain's Sergi Leon racing in an abandoned water park during the 2015 Xtreme Aquàtic Sitges.
3. Graham Jarvis posing for a selfie next to a flaming volcano. As you do.
4. Ivan Ramirez admires the view while out on a training ride.

3.



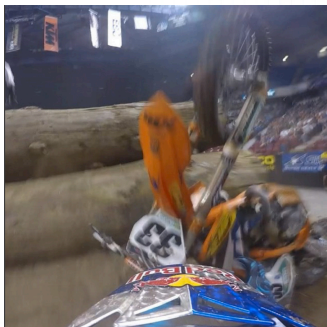
4.



7.



8.



ITH INSTAGRAM

5. Taddy Blazusiak's pounding out another moto around his private SuperEnduro training track.
6. Colton Haaker makes it to the top of a vertical rock to be greeted by a gorilla.
7. KTM's Matt Phillips throwing a mid-week whip around one of his sandy tracks in Tassie.
8. Taylor Robert having some 'issues' at round seven of the AMA EnduroCross tour.

QUOTES

INTERESTING STUFF PEOPLE SAID

"I was almost ready to sign with Sherco for enduro and rally. Then Coma announced his retirement and I got a call from Austria." *Antoine Meo*

.....

"Why not have one championship with five traditional enduros, three SuperEnduros and two or three enduro classics?" *KTM Factory Enduro Team manager, Fabio Farioli*

.....

"Hard Enduro is such a casino, so many things can go wrong, so many opportunities to make mistakes or be dealt bad luck." *Jonny Walker*



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“Wait till Meo wins a Dakar before naming him my successor.” *Five-time Dakar winner Cyril Despres*

“Gas Gas already have a brand new 250F ready. We just wait for the new investor to step in so that production can begin.” *Gas Gas Pons Factory Racing team manager, Sergi Duran*

“In SuperEnduro spectators get to see something really spectacular. I don’t think they get that excited watching us ride a flat special test.” *Enduro 3 world champion, Mathias Bellino*

“EnduroCross main events involve carnage right off the start. But as the obstacles separate the boys from the men you need to relax and take it easy.” *Cody Webb*

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UP FRONT



CONGRATULATIONS EERO REMES

Eero Remes' rise to the top of the 2015 Enduro 1 world championship has been damn impressive. It's not just that he's been trying to get it done and win a first world title for the past eight years, the way in which he won was pretty remarkable. Twice runner-up in the Enduro 1 title hunt (2011 & 2014) in 2015 the likeable Finn put an end to Christophe Nambotin's three-year championship-winning streak. Sure, Nambo was injured but Eero gave the David versus Goliath style KTM versus TM fight his all from the very start of the championship. He brushed off the pressure of leading the championship into the final round to deliver what was arguably the best performance of his career.

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KNOW THIS FABRIZIO MEONI FOUNDATION

Even before his death in 2005 two-time Dakar winner Fabrizio Meoni had already been heavily involved in projects that promoted education and supported the rights to health and work in Africa.

As a means to continue and strengthen Fabrizio's work the 'Fondazione Fabrizio Meoni Onlus' was set-up by members of his family and close friends in 2006. Their main goal is to realise humanitarian projects in some of Africa's poorest countries.

For almost a decade now the Foundation has been involved in numerous projects. They've built schools, renovated and expanded hospitals, created social reintegration centres and supported local communities in every possible way in northern Africa.

The foundation currently has a list of aspiring projects in progress in Uganda, Darfur, Tanzania and Dakar with some of Fabrizio's old friends such as five-time Dakar winner Cyril Despres also involved in them.

Info & Donations: www.fondazionefabriziomeoni.it

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THE BIG PICTURE THOMAS GUSTAVSSON & THE 2006 HUSABERG ENDURO TEAM



- This is a shot from Husaberg's World Enduro Championship team presentation, from the beginning of 2006. Opposite the trio of official riders (left to right - Joakim Ljunggren, Bjorne Carlsson and Valtteri Salonen) is the team's manager Thomas Gustavsson.
- Gustavsson began his career as an R&D engineer and racer for Husqvarna winning the 1985 European Enduro title on a 500cc four-stroke. When the brand was sold to Cagiva and moved to Italy Gustavsson, along with a group of engineers, decided to stay in Sweden and start Husaberg. The new company was launched in January 1988.



- Gustavsson was involved with Husaberg as a racer, development engineer and enduro team manager for each of the brand's 25-years of history. When Husaberg and Husqvarna were reunited at the end of 2013 he continued his successful career becoming Husqvarna's official enduro team manager.
- Guiding Mathias Bellino and Jamie McCanney to Enduro World Championship titles in 2015 Gustavsson is now stepping down from his position as Bel-Ray Husqvarna Factory Racing's team manager. The Swede will continue to oversee the brand's racing activities in Sweden.



PRODUCT SPOTLIGHT

RENTHAL INTELLILEVER BRAKE & CLUTCH LEVERS

Renthall's Intellilever clutch and brake levers allow movement of 270 degrees in any direction, seriously reducing the chances of breakages. To achieve this Renthall designed a pivoting mechanism that lets each lever dislocate in any direction - up, down or forwards.

An integrated spring pops the lever back into place after every crash. Fitment is a matter of just few minutes. For our long term 2016 KTM 300 EXC we had to use the original shorter bolts and replace the standard handguards as they didn't provide enough space.

Made of high strength aluminium both levers give an incredibly accurate and comfortable touch. Their distance from the handlebar can be easily adjusted using a 10mm spanner. The overall feeling is that of putting your fingers around a larger and grippier surface.

More info: www.renthall.com



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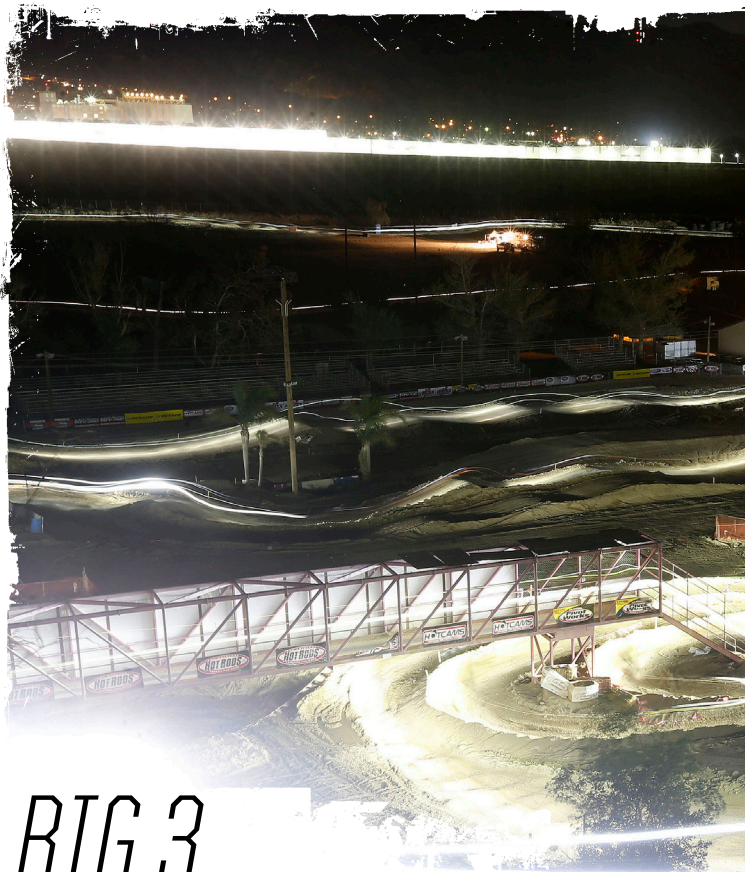


CAN'T WAIT FOR...

2016 SUPERENDURO SERIES

The 2016 FIM SuperEnduro World Championship starts in Lodz, Poland on December 5 with reigning champion Taddy Blazusiak back to defend his indoor title. Sidelined with a virus throughout much of 2015, the six-time champ has been training hard during the past few months looking to return on top form. With his home GP in Poland the first of six rounds, Taddy is once again expected to face stiff opposition from the likes of Jonny Walker, Alfredo Gomez, Cody Webb, Taylor Robert, Colton Haaker and Mario Roman. With the official list of riders set to be released soon one thing's certain - the 2016 SuperEnduro championship looks set to be a good 'un.

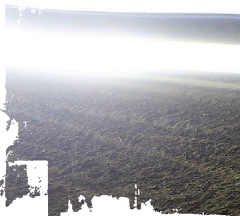




BIG 3

#3.1-LIGHT FANTASTIC

Don't things look pretty at night? The annual Glen Helen 24-Hour is its own special kind of tough. Unbearably hot this year during the day, standing trackside wasn't that much fun until well into the night. Painting their own special marks onto the iconic Southern Californian track, the night time racers continued pounding out the laps well after the sun went down.







BIG 3

#3.2-BLUE STROKE

Pouring their R&D budgets into four-stroke technology in recent years, many wondered if they'd ever see the day one of the Japanese 'Big Four' would offer up an oil burning enduro bike again. Recently unveiling their WR250 Yamaha have reintroduced a model last available in 1998. It doesn't have an electric starter, and is essentially a converted YZ, but it's a pretty looking thing that's going to put a smile on the faces of many a Yamaha lover.





BIG 3

#3.3-TOUGH BREAK

Sam Sunderland now knows what it's like to experience the absolute highs and lows of being a professional rally racer. Victorious at the 2015 Rally of Morocco to claim an important pre-Dakar confidence booster of a win, the KTM racer then snapped his Femur only a few days later in the Merzoga Rally. With Honda's Joan Barreda crashing out of the Moroccan Rally the two final shake down races ahead of the 2016 Dakar were tough on the sport's two top teams.



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I SURVIVED...

THE GRUELLING RIDE TO THE FINISH OF RED BULL SEA TO SKY

FIVE THINGS THAT HELPED SOUTH AFRICAN KIRSTEN LANDMAN BECOME THE FIRST WOMAN TO FINISH SEA TO SKY...

- #1 "You always have to enjoy what you're doing. After a life-threatening accident in 2013 I knew I had come a really long way just being able to race Sea to Sky. I was just so glad to be given the chance to race one of the toughest hard enduros in the world. I went into the race without expectations. I just wanted to have the most fun possible and I was determined to get a result that'd make me proud."
- #2 "Bike choice is critical for Sea to Sky. Opting to go for the KTM Freeride 250R was the wisest decision I made. In conditions like the slippery forest, the rocky river beds and the switch back hill climbs the bike worked its magic. I just had to make sure I minimised my mistakes and made up time wherever I could."
- #3 "Probably the most important part of the process was my preparation leading up to the race. The fact that in South Africa we get pretty similar terrain definitely worked in my favour and made me super comfortable throughout the race. The heat and humidity also played a huge part but I made sure to stay hydrated and avoided cramping at all costs."
- #4 "I wouldn't be able to make it without the correct support structure. From my family, friends and fans to my amazing sponsors I have phenomenal support back home. I knew finishing would make everyone proud, especially because getting to that gold finish line seemed so out of reach and a lot of people doubted me."
- #5 "Determination to complete what I'd started. Once I saw the finish line I knew I'd make it. Exhausted and unsure of how much further we had to go, the worry definitely started to kick in. But I wasn't going to allow myself to be time-bared at the last check point. So I pushed as hard as I could with the finish line in sight. The reality of it all set in as I was congratulated with a kiss on the cheek by the organiser himself, Martin Freinademetz. Finishing was the best feeling in the world!"

THE DAILY GRIND

A DAY IN THE LIFE OF FIM TRACK INSPECTOR MAURIZIO MICHELIZ

06.30am If conditions are similar to when I rode the track pre-race I know exactly what I need to do. I wake up at 06.30am, have a quick bite to eat and get geared up.

07.30am I'm on my bike and heading for the tests. I aim to be there at 08.00am latest. I remember at the opening round in Chile that wasn't the case. With Saturday night's rainstorm changing everything I was on the bike long before dawn.

08.30am I get to the first special test before the first riders get there. With no time for great changes it'll only be small modifications, if they're needed.

09.45am I stay at the first test until the first 30 riders have gone through. I have to make sure everything is running smoothly and see how the situation is developing.

10.00am On the bike following the riders through the loop to the next special test. I have to keep my eyes wide open. If any track marking is missing it needs to be replaced. At the ISDE I was behind the riders who got lost on day three. I'm always looking for any problems that need fixing.

11.15am I'm carrying a radio to communicate with the Race Director Pedro Mariano, the clerk of the course and the people responsible for each test. When Renet got injured in Belgium I got the call and went there straight away. We cancelled the test, and informed all marshals and time keepers.

15.30pm I spend most of the day moving around checking different parts of the track. On Saturday afternoon when the last rider finishes the last test I head for a quick lap around the whole loop. I need to check that everything is fine for Sunday.

17.00pm I'm back at the paddock at 17.00pm. It's that time of the day when I get to talk to the riders. It's impossible for me to be everywhere on the track so hearing comments and suggestions is important.

17.45pm Most of the time I'm involved in the prize-giving ceremony, one way or the other. So I'm always there.

18.30pm The day keeps going and right after the prize-giving we all gather at the race direction office for the final meeting with race officials.

21.45pm After a light dinner I try to get an early night's sleep, to be ready for the following day.



HIGH FIVE MATTHIAS WALKNER

THE RECENTLY CROWNED CROSS-COUNTRY RALLIES WORLD CHAMPION SPEAKS UP...

Matthias, what were the highs and lows of your season?

"It was my very first complete year in rally racing and nobody expected anything, especially not to win the championship. The highlight was the Sardinia Rally in Italy. It was my first major rally win and the fact that Marc Coma was there made it even more special. There were some bad moments as well like a huge crash in Dubai. I was lucky to escape it."

What was it like battling with Pablo Quintanilla for the title?

"The good thing was that I felt no pressure throughout the season, really. We battled hard with Pablo but it was also a clean and fair fight. He kept getting better and could stay strong till the end of each stage. But to win the title was the best reward for all the hard work."

What's the greatest challenge in multi-stage rally racing?

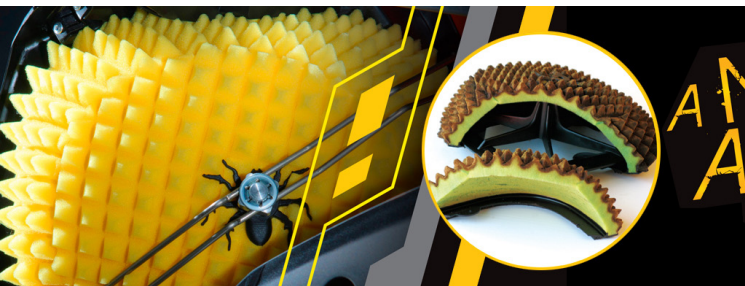
"The hardest part is the combination of high-speed racing with the difficult navigation over long distances. Rallies are exhausting and you don't get to sleep enough - you'll be lucky to get five or six hours. It just takes a small mistake to ruin your race."

What are the most important things you've learned from your first full rally season?

"Sometimes slower is faster, but I'm still working hard to find the right speed. The most important thing is to stay focused on the road book and not look at what others do. You need to believe in yourself, trust your skills and ride your own race. For the rallies you must be mentally strong. I'm the type of rider who'll slow down. I don't take many risks."

What are your expectations for Dakar 2016?

"I first have to make sure I'll make it to the finish with everything running well. A podium finish would be amazing, like a dream coming true. With Marc (Coma) out of the race everyone's totally motivated to give their best. It's a race where anything can happen and there are seven to 10 riders who can win it. It'll probably be the most exciting Dakar we've ever seen..." 





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RALLY LITE

Is a 450cc bike essential for rally competition? Or can making only limited alterations to a stock 250f deliver a bike that's fit for battle and fun to race? Enduro illustrated set out to discover what it's like to compete in a European rally event armed with a lightly modified Yamaha WR250F...

Words: Future7Media & Liel Pavey

Photos: Rallymaniacs









ally bikes are machines of incredible beauty. Crafted from love and capable of tackling huge distances at high speeds. But for most enduro riders they're seen as all fancy navigation towers, under-swept exhaust systems and big-budget.

Then there are the events themselves. There's the biggy - Dakar - and unless you're really into your rally sport that might well be it. There are a handful of other races in North Africa, South America and the Middle East. All require serious planning, commitment and cash.

Luckily, all rally raids aren't the same. Take the Serres Rally, held in northern Greece, for example. It sure as hell ain't like the Dakar. Achievable for most decent level riders, seriously laid-back it's run over seven days and doesn't require a home re-mortgage or a full-blown rally bike.

We'd heard that the Serres Rally brought together a fairly eclectic mix of machines, and that there wasn't necessarily a 'right bike' for the event. So, as we'd often wondered what it would take to 'convert' an enduro bike into a basic rally racer we figured it was the event for us. Our machine of choice was a Yamaha WR250F.

Knowing that it's the machinery / bike conversion costs that put a lot of riders off rally competition, as well as the fear of navigation, we wanted to find out if limited alterations to an otherwise standard enduro bike would deliver a bona-fide entry-level rally bike. One good enough to go the distance and tough enough for seven consecutive days of competition. One that ensured a safe and enjoyable ride...

THE STARTING POINT

Yamaha's WR250F is a pretty damn good little bike. In general, we didn't feel it would need many changes to be capable of surviving a week of racing across the mountains of northern Greece. The engine is strong, the gearing tall enough to pull a good top-speed and the suspension, while a little on the soft side for rally, is definitely predictable.

Our biggest hassle was removing Yamaha's extensive collection of homologation related stuff. The rear number plate holder and stock speedo alone are two notably weighty items, which we quickly shed. To keep costs down and build time to a minimum we kept the engine and exhaust system entirely stock, merely removing the baffle from the muffler. It kept the bike whisper quiet and making smooth, efficient power.

FUEL WORRIES

Ensuring the bike would go the distance was one of our biggest concerns. Getting the required 130km fuel distance covered wasn't going to happen with the stock 7.5 litre tank. Sadly, you can't use any tanks made for the YZ450F as they won't fit. IMS are pretty much the only people making an oversize tank for the 250 WR-F at present. The American-made product has a capacity of three gallons or 13.6 litres. It mirrors the shape of the standard tank, squeezing extra fuel in everywhere possible. It makes the battery box tight and the middle of the bike a fraction wider than standard, but for the type of riding we needed it for it proved to be a fantastic, neat solution that kept weight low. It also looks pretty damn good and the manufacturing quality is impressive. On the race's longer 140km stages the bike got to the end with probably enough fuel to complete another 10km.

PROTECT & SURVIVE

Rocks are commonplace in rallies. So preppin' the little WR with a sprinkling of protection parts was a must. Australian firm Force Accessories understand building protection for bikes that are set for a hammering. We fitted their sump guard, rear disc guard and a clutch / case saver. The sump guard was absolutely top notch, taking a daily hammering and coming out the other side in way better shape than it had any right to. With the daily oil changes required in a rally, the single, big and easily accessible mounting bolt made the work schedule way less painful.



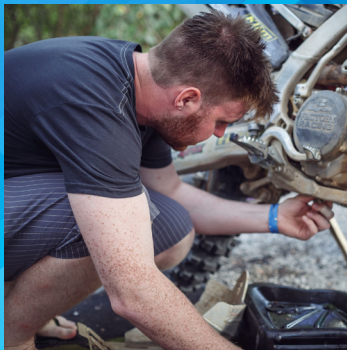
**"YOU CAN HAVE A HUGE AMOUNT OF FUN
ON A SMALLER, BASICALLY MODIFIED 250F.
RARELY DID I REALLY THINK I NEED A 450."**



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Another Aussie company, Barkbusters, provided the hand protection. Wrap-around hand guards are far more popular in rally and for good reason. Rocks are thrown about like dollar bills in Vegas strip clubs, and the ground so hard levers can ping off easily in a fall. The added hand protection is also reassuring. A Boyesen SuperCooler was also fitted to help keep the little 250F cool. Together with a Boyesen clutch cover, they were our only engine mods.

ALMOST LIKE CYRIL'S

There's a reason why oversized front discs are standard on Dakar bikes now. The stopping power they deliver is insane and almost too much at slower speed. It would have been no problem to ride the event with stock brakes, as most people do. On the fast dirt roads the effectiveness of the XL front rotor was mightily impressive. The MotoMaster 298mm kit - it comes with pads and hanger - was designed for Cyril Despres' Yamaha. It also comes pre drilled for two trip meter cables and fitted with a magnet. This made life far easier for us. The rear MotoMaster disc is also thicker than the stock item, to prevent warping under constant, heavy braking.





"THERE'S A REASON WHY OVERSIZED FRONT DISCS ARE STANDARD ON DAKAR BIKES NOW. THE STOPPING POWER THEY DELIVER IS INSANE..."

SUSPENSION UPGRADES

After breaking the WR in we decided we didn't want, or need, to fiddle too much with the stock suspension. This was, after all, about evaluating how effective minimal changes were in converting an enduro bike for rally use. What we found was that it could have been better. Suspension can always be better. The only changes we made were fitting some stiffer springs - a basic uprating to match the approx. 95kg weight of the rider. We also made a few clicker adjustments. K-Tech 0.46kg/mm fork springs and a 5.75kg/mm shock spring replaced the standard coils.

ART IN MOTION

Wheels take a real beating in rallies, even on the slower speed Euro events. Standard Yamaha wheels certainly aren't known for giving problems, it was just we didn't want to take any chances. We knew the dry, rocky ground in Greece would be littered with sharp, square edges - potentially damaging impacts when hit at speed. Like the oversize front brake set-up, opting for aftermarket wheels wasn't an absolute requirement but as we wanted peace of mind it was one we felt was important. Haan have an incredible



Yamaha WR250F. Rightfully wrong.

YAMALUBE

The new Yamaha WR250F blends enduro soul with YZ technology to gain new levels of agility and versatility. An optional Power Tuner can take you even further. Dare to conquer the most extreme terrain, master the dirt roads with a lightweight aluminium chassis and short sub-frame armed with high-tech suspension and ultra-compact bodywork. Enjoy the ride with the new clutch and tough 6-speed transmission and then add the reversed YZ engine concept to feel how wonderfully wrong your bike is. **Do the right thing, the wrong one.**

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WR250F

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reputation for dependable products, and it has to be said they're sweet looking too. From new we ran two twenty minute break-in sessions, after which the spokes stayed tight for the next 30 hours. Top job. In the tyres department we went for the all-round Metzeler MC 5s front and rear.

DOWN TO THE DETAILS

For any kind of road book rally raid you need a navigation kit. That's kind of obvious. It's easily the most complex part of the bike build. Our standard but effective set-up involved using two ICO trip meters - one for speed and one for distance - along with an electric road book reader. It was tried and tested and straight off a bike that'd finished Dakar, with a few basic wiring modifications.

**FACT: AUSSIE MADE
BARKBUSTERS SAVED OUR FINGERS
ON NUMEROUS OCCASSIONS!**



We ran a single wire from the battery to a four fuse, fuse box we'd purchased from a local auto parts store. From the four fuses we ran power to each of the different components - the tracker, road book, thumb switch and the ICO trip meters and then an earth to the frame behind the forks. It worked great. The nav' tower fitted to the handlebars with two easy to install clamps. It proved simple, easy to fit, light and as we were lucky enough to borrow it, didn't cost a fortune. By our reckoning it was about a grand's worth of gear.

FINAL TOUCHES

Purposely, finishing touches were kept to a minimum. Wrapping the bike in a set of Amped graphics finished 'the look'. Great fitting even on Yamaha's sticker-defeating plastics - damn they got some aggressive curves - they went on remarkably easily. After 20+ hours of abuse they still looked great and stood up well, despite the bike getting cartwheeled down the track. We slung a set of IMS super sharp footpegs in place of the stock items. Also, we went for CR High bend Renthal Fatbars to aid comfort on the longer stages, fitted with Renthal's Kevlar grips, to reduce hand damage. To help the bike breath we fitted a FunnelWeb air filter.



**FACT: MOTO-MASTER OVERSIZED
FRONT DISK KIT OFFERED
INCREDIBLE STOPPING POWER**



WHAT WE'D DO DIFFERENTLY

THREE THINGS WE'D ALTER IF WE WERE TO START THE PROJECT AGAIN...

- #1** The Yamaha has a great engine but we'd like to get a little more mid-range power, to pull a gear higher out of corners. You have to rev the stock engine to get the power, which can make it hard to get grip on looser terrain.
- #2** We'd delve a little deeper into a revised suspension set-up. The stiffer springs worked great but we'd like more bottoming resistance. We just didn't have the confidence to attack things hard at higher speeds with the enduro valving.
- #3** The Renthal bars were brilliant in the longer, feet-up stages but the Serres Rally offers a real mix of terrain. We'd like to try a lower bend of bars for the slower, tighter sections.

IS A 250F ENOUGH?

Overall our rally bike build was relatively straight forward. And pretty effective. We made the Yamaha a little stronger and a little more durable. And things went really well during the first half of the event. Right up until the point the bike got cartwheeled end-over-end. It survived, but our rider hit the deck a little too hard to continue.

So, with more than 1000km completed on the WR250F what did our man in the saddle Llewellyn Pavey make of his quarter litre four-stroke rally experience?

"I loved the WR250F's light and flickable feeling, which made the bike super manoeuvrable in the tight stuff. As a matter of fact, there were some parts of the course where it was really good to be riding a 250F. A smaller bike was almost advantageous over the bigger bikes. You could ride the tight corners effortlessly, make up loads of time and save energy.

"The bike performed flawlessly. That wasn't really any kind of a surprise, but I was a little apprehensive riding a 250F. When the terrain got more technical it was really a bonus to have such a light bike. Some of the guys on 450s, or even worse on the full-blown rally bikes, were exhausted at the end of the long stages filled with numerous rocky sections. It's certainly true to say European rally raids like Serres Rally can be ridden on any kind of enduro bike.

"If the event fits - and the Serres event certainly did - you can have a huge amount of fun on a smaller, basically modified 250f. Rarely did I really think 'I need a 450'. Yes, you might work harder to ensure good corner exit speed at times, but there are a tonne of advantages to riding a smaller bike..."



**FACT: SERRES RALLY IS A HUGE
ENJOYABLE EVENT. MORE INFO AT...
SERRESRALLY.COM**



PARTS LIST

WHAT WE USED, IN NO PARTICULAR ORDER

Haan Wheels – www.haanwheels.com

IMS fuel tank & footpegs – www.imsproducts.com www.sinisterpowersports.co.uk

Force Accessories guards – www.forceaccessories.com.au

Moto Master disks – www.moto-master.com

Renthal Fatbar & grips – www.renthal.com

Amped Graphics – www.thisisamped.com

K-Tech Suspension springs – www.ktechsuspension.com

Supersprox sprockets – www.supersprox.com

FunnelWeb air filter – funnelwebfilter.com.au

Barkbusters handguards – www.barkbusters.net

Metzeler tyres – www.metzeler.com

Motorex oil & lubricants – www.motorex.com

Boyesen SuperCooler & clutch cover – www.boyesen.com www.apico.co.uk 

The background of the entire page is a photograph of a rugged, hilly landscape on the Isle of Man. In the foreground, a motorcyclist wearing a helmet and gear is seen from behind, riding on a gravelly path. The middle ground shows rolling green hills and valleys. The sky is overcast and grey. The text is overlaid on the right side of the image.

Five Real
A
WEEK
RIDING
ISLE OF
IS G
FOR TH
(BUT NOT NECESSARILY)

Two and a bit hours away from the UK mainland, the Isle of Man is unquestionably most famous for its legendary road racing events. But in and around the famous TT course lies a network of some of the best trails in the British Isles...

Words and Photos: Future7Media

sons Why...

KEND ON THE F MAN OOD E SOUL

(GOOD FOR THE LIVER!)







1. GREAT TRAILS & MOTORCYCLE HERITAGE BY THE BUCKET LOAD

A certain David Knight and brothers Danny and Jamie McCanney are Manxman born and bred, honing their skills on the island's tracks and trails. If that doesn't tell you something about the quality of the riding on offer then we don't know what will.

Despite only being 32 miles long and 13 miles wide the island has some 45 legal green lanes, mostly clearly signposted with symbols of a horse and a motorbike! There's a mixture of wide, rocky lanes, which used to be roads connecting different parts of the island, right through to undulating, and often a little overgrown, single tracks.

There are plenty of gates to open along the way, ensuring numerous stops to breath in some of the amazing views.

2. IT'S DIRT BIKE FRIENDLY

The moment you board the Steam Packet ferry to the Isle of Man you know you are heading to a motorsport heaven. Immediately we saw a couple of KTMs and a Husky strapped in alongside the road bikes, cars and trucks, all heading to the mystical Isle of Man.

It's almost impossible for anyone into motorsport not to get excited when thinking of some of the illustrious riders that have made the very same journey with their bikes and mechanics to spend two weeks in June pushing themselves to their absolute limits.

But it's not just road bikes that are at home on 'the island'. Need proof? Buzzing around Douglas, the capital of the island at 8am on a 300cc smoker, in full dirt bike gear, caused exactly zero eyebrows to be raised. We barely register on anyone's radar let alone receive any disapproving stares. Throughout our two-day stay we saw more dirt bikes per square mile than pretty much anywhere else we've been.

3. MANX RESIDENTS ARE A FRIENDLY BUNCH

Early on during our first day of riding one of the bikes developed a technical issue, before we even hit the first trail. A local farmer coming the other way stopped, suggested we put the bike in his trailer and that he'd take it



into Douglas so we could get it repaired at the local off-road dealer, Road and Track motorcycles. He flatly refused any reimbursement for his troubles! It's little things like this that can make or break a weekend's riding - and it allowed us to be back out on the trails in no time at all. Among the 85,000 residents, there are unquestionably some thoroughly decent, bike friendly, folk on the Isle of Man.

4. SIMPLE, EASY AND ACCESSIBLE

The Steam Packet Company offer services from Liverpool, Heysham, Dublin and Belfast. So getting to the island by boat is easy. Once there the Isle of Man offers something a little different from other places we have ridden in the UK, it provides an inexpensive way to go and discover some new trails on your own bike. Yes you can book your own crossing, find biker-friendly accommodation and finally spend half of your first day with the map out looking for the next trail (whilst hoping you don't take a detour onto private land), but we opted for an all-in package. Removing any hassle it allowed us to just focus on what we'd come over to do - ride.

5. THERE'S PLENTY TO DO OFF YOUR BIKE

Just a few hundred meters from our hotel was the famous Douglas promenade with pubs, bars and restaurants aplenty - as well as a casino if you're feeling lucky! The Rovers Return is a good honest boozer, and if that's not to your liking there are around 30 others in Douglas to choose from. There's no chance you'll go thirsty in the evenings. All of the pubs, like the island's attitude towards bikes and motorsport in general, hark back to a time before the fun police arrived and spoilt things. In short, if you like your nightlife as varied and plentiful as your riding then head on over to the IOM. You won't be disappointed.



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ABOUT OUR TRIP

Our crossing and accommodation at the excellent Ascot Hotel was organised by Isle of Man Events who work with Enduro-Mann to put together a complete package for the weekend. We were riding with Enduro-Mann, run by Chris Sims a Manxman born and bred whose farm driveway leads directly onto the trails just outside Douglas. Chris knows the lanes like the inside of his goggles and can tailor a weekend's riding depending on ability. He can also cater for groups of up to twenty riders. Notably they don't mix groups so you always ride with your mates. He is clearly passionate about the island and his knowledge extends way beyond the green lanes. He's more than happy to bring anyone up to speed on local history and landmarks when you take a break. Alternatively, if you just want to ride hard, good luck keeping up with him on his home turf, armed with his mighty 570cc 'Berg. And you never know, at some stage over the weekend you might just get to see Knighter coming the other way!



SIX QUESTIONS TO CHRIS SIMS

Enduro-Mann owner explains why the Isle of Man is a 'must do' destination

What is it about riding on the Isle of Man that you enjoy so much?

"The diversity in terrain in such a relatively small area and the outstanding beauty of the place. There are trails that are similar to Wales, the Peak District, North Yorkshire and the Lake District all compacted in 70+ miles of legal tracks. The Isle of Man has fired out a few world class riders such as David Knight, Steve Colley, Danny and Jamie McCanney, they all grew up riding in the Manx hills and to be able to ride the same terrain they do is something special."

Why did you decide to take over Enduro-Mann?

"Richard and Suzanne Colquitt, the founders of Enduro-Mann had invested more than 10



years in the business and built up a fantastic reputation and a loyal customer base. When I heard they were looking for someone to take over the business I went to see them to discuss the opportunity personally, and demonstrate that their legacy would be safe in my hands should they agree to me taking it over. The rest is history..."

What sets the riding apart from that on offer on the UK mainland?

"The Isle of Man is a nation of motorcycle enthusiasts - it's our national pastime. People here are welcoming to responsible green lane motorcyclists and there is a community spirit that exists that spans to include Government departments to land owners willing to work with the green lane community as a whole, to promote responsible use."

Do you see the laws on the IOM, regarding riding on the green lanes, changing in the future?

"The largest threat that exists today is from illegal use and trespass. It is vitally important that visiting riders do their homework before planning a trip to The Isle of Man. To get the best out of your weekend on the island ensure you stay on the tracks that are legal and that you are fully entitled to ride (taking into account our winter closures program for example).

I would recommend you involve a reputable local guide company like ourselves. We are very fortunate to have an organisation called The Green Lane Users Group (GLUG) that is made up of representatives from walking, horse riding, mountain biking, 4x4 and motorcycling communities. They work in partnership with the various government departments promoting sustainable use and carrying out complementary, routine maintenance to the network. The Greenways are a valuable asset that if maintained and managed can be enjoyed for generations to come.

Tell us a bit more about how you are 'giving back' to other users of the green lanes on the IOM?

"The giving back part has been driven by a good friend of mine, Julian Wood who is the ACU rights of way officer here on the island and represents motorcyclist's interests on the GLUG committee.

He has arranged work parties made up of volunteers from primarily the 4x4 and motorcycling communities (although everyone is welcome) to carry out improvement works to some of the more sensitive tracks, to improve drainage and keep water - the main cause of erosion - off the legal highways. We have also reinstated original routes and opened tracks that have fallen into disrepair investing 900+ man hours with the full support of DEFA (Department of Forestry and Agriculture) and DOI (Department of Infrastructure) to benefit the green lane community as a whole. It's the hard work of these people that keep the off-road scene alive for all."

Finally what makes the IOM the ultimate dirt bike destination?

"You already know the answer to this one having spent two days here blasting around our awesome trails. We've got amazing, easily accessible riding with stunning landscapes and local landmarks. On top of that there is a buzzing nightlife, we're motorsport mad and we're only a hop, skip and jump away from the UK and Ireland..."

Thanks to:

Isle of Man Events for organising our trip from start to finish www.iomevents.co.uk

Chris Sims and Lee Helwich of Enduro-Mann for showing us round the island
enduromann.com

Sean Skillicorn of Road & Track motorcycles for the loan of our bike
www.roadandtrackmcs.co.uk 



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**ENDURO
EXPERIENCE**

MESSAGE FOR AVAILABLE DATES





MOTO MINDED

ALPINESTARS

Words and photos: Future7Media

ONE GOAL. ONE VISION.
A DAY INSIDE ONE OF
MOTORSPORTS MOST
INNOVATIVE AND ICONIC
COMPANIES - ALPINESTARS



Alpinestars is unquestionably a success story. Known the planet over, they stopped being 'just boots' a long, long time ago. Today Alpinestars is a relative motorsports behemoth. A company born a little over 50 years ago, from humble beginnings they're now involved in the upper echelons of international motorsport.

Alpinestars, despite the growth, the success, the MotoGP and Formula 1 involvement, remain fiercely passionate about where it all started - off-road motorcycle sport. And that's all too clear once we move inside their sleek yet functional headquarters in Asolo, Italy.

What we weren't expecting as we stepped into the semi-minimalist reception area was to see a Marc Coma KTM rally bike. But there it was, squeaky clean and about as strong a visual reminder as you can get that Alpinestars truly is still into dirt bikes.

Over the next four hours we spend time inside two different buildings - one filled with office workers and show rooms, the other a hive of engineers, designers and scientists. Somewhat overwhelmed by the size and scale of their operation (and this was just the European part of it) it's the serenity and the overwhelming feeling of order that is most impressive.









RACING SERVICES

In no time at all one thing becomes crystal clear - Alpinestars place huge importance on the relationships they have with their athletes. Be it tests, races or anything in between, Alpinestars puts a mammoth amount of effort into supporting the activities and racing schedules of their supported athletes.

Ensuring a strong, productive association with racers the world over, athlete feedback gets turned into reports, which are fed back to the design and development teams. While it's easy to see the importance of such close working relationships with their supported riders, it's again the scale of the operation that's most impressive.

Working our way around the offices we come to the show room. A mighty big show room, walls awash with clothing and accessories. And boots. Lots of boots. It's here, inside a kind of motorcycling clothing candy store, where it really hits home just how big, and involved, Alpinestars really is in motorcycle sport.

THE SCIENCE BIT

But it's what's inside the second building we visit - Alpinestars very first factory - that's most impressive. A myriad of offices, here designers and craftsmen and women create, prototypes, while improving, and likely obsessing, about all manner of new products.

Rapid prototyping is one significant, recent development within Alpinestars R&D department. Allowing technicians to quickly and easily bring to life all manner of different hard parts used in the construction of boots, as we drift through the offices there's no shortage of people in white coats designing on computers.

The R&D department - the lab' - is one area that allows Alpinestars to metaphorically take a big step ahead of its



competition. Equipped with real scientists - we know that because they baffled us with sciency speak - materials and products get tested. And tested some more.

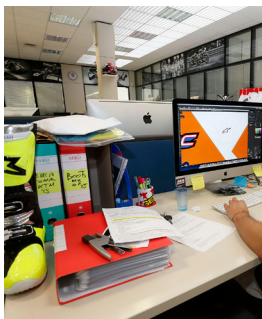
Abrasion tests, freezers, washers, impact testing rigs, climate chambers, walk meters - yes that's a real piece of testing equipment - leather tests, waterproofing tests, sun test and tropical weather tests and fabric strength tests, the RGD department is seriously well equipped.

A LOVE OF MOTORSPORT

Passion for motorsport - all kinds of motorsport - truly is what drives Alpinestars. Yes, the company has moved on and into lots of exciting new sports, but there's absolutely no question that they're as impassioned by off-road motorcycling today as they've always been.

By seeing how the company works and speaking to some of those who work within it, there's also no doubt that Alpinestars invest so much into racing because they love racing. Staying close to competition, all forms of competition, allows them to understand, improve and evolve.

Staying close to competition is something they've always done. Our guess is it's something they'll always do...







IN CONVERSATION

ALPINESTARS' COMMUNICATIONS MANAGER JEREMY APPLETON...

Jeremy, where does enduro sport and off-road motorcycling in general rank among Alpinestars priorities?

JA: "Enduro remains a very important part of Alpinestars' priorities. Even from our early days, when we were founded back in 1963, we conceived and produced what was really the first dedicated off-road motorcycle boot. Back then we wouldn't refer to it as a motocross product and enduro was clearly a part of that scene. Enduro remains extremely important to Alpinestars."

Just how important is it for a big brand like Alpinestars to understand the needs of the end users?

JA: "Today we have some specific enduro boots and the equivalent for motocross. Within our R&D and technical departments Alpinestars have people looking specifically at the needs of enduro. We obviously work with some of the world's top athletes like David Knight or Laia Sanz as well as a lot of other top enduro guys be it at the United States or internationally. The feedback that comes from them goes directly to our technical department and we work on improving the technology as we go. We have a substantial market to address and we keep our focus on it."

Is Alpinestars still privately owned or is it now part of a larger group of companies?

JA: "Alpinestars is a truly independent company in so far as it's wholly owned privately. Gabriele Mazzarolo who's President and CEO of the company is extremely passionate about motorsports and motorcycling in all their forms and has really set out a vision for the company to continually improve. Our goal is to make the enjoyments of motorcycling the number one priority. Customers should be as safe as they possibly can be, as comfortable as we can possibly make them so that they can really get on and enjoy riding a bike."

Alpinestars is visible in just about all forms of motorsport today. How important is being 'hands on' with the great and the good of MXGP, MotoGP, F1, Nascar, WRC, etc?

JA: "Our driving factor has been this close relationship we have with the industry and the racing community, ultimately doing and enjoying the same things that our customers do. A very substantial part of the profitability of the company is actually ploughed back in to keep on researching and developing. This drive to keep building an improved product collection forms the bedrock of what we do and who we are. We have become a big brand through the exposure we get in racing but I think what really defines Alpinestars, and has

really allowed the company to reach such a high level, is that we continuously deliver performance and technology to our users. No matter if that's David Knight or the guy that rides his bike once a month with a bunch of mates."

The history of motorsport is littered with companies that have chased new business and expansion into new markets only to take their eye off their key products. What makes Alpinestars different?

JA: "I think the key for us is being focused on enduro and off-road continuously. We've always kept a specific structure within the company that allows to stay focused on technologies for road motorcycling, cycling, auto racing and lifestyle. The people that conceive, design and develop the products are focused very much on the activities they are experts in. Within the footwear department we have a team of people who are very experienced on the needs of the off-road department and they look specifically at all the developments in materials, construction technology and the performance gains we can make through better design and manufacturing. They focus on it all the time."

Are you able to shed any light on what the future holds for Alpinestars?

JA: "I'm not able to comment on our strategy with regards to looking at other sports. What I can say is that we have grown up as a company focused on motorsports and motorcycling and along with cycling those will remain the core focus of the technical side of the business. At the moment the answer is that we will remain a dedicated motorsports, motorcycling and mountain bike cycling company. We've got a whole list of objectives to achieve within these sectors and there are definitely no shortages of challenges for the future. I don't think there's any chance of the company standing still over the coming years..." **e**





ONE

One Goal, One Vision
- the Alpinestars motto.

**1st
Jan
1963**

The day Sante Mazzarolo
walked into Maser's
municipal building
to register his new
business - Alpinestars.

273

Total number of parts
used in the construction
of a Tech 10

3,000 to 5,000

Number of
'open-and-close' cycles
on a boot's buckle test

The alpine
star is the
Edelweiss
flower



**TAKING ENDURO
TO NEW HEIGHTS**

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22
TWENTY-TWO

Different nationalities
working at Alpinestars'
headquarters

3,000

Approximate total
number of Alpinestars
dealers in Europe.

1971

Year Alpinestars
started shipping boots
to Ohio-based ISDT racer
John Penton, the first to
sell them in the US

SIXTY-FIVE

Percentage of the 2015
Dakar Rally Marc Coma
completed wearing the
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EASY RIDER

Following two years of hard work - and overcoming a near career-ending injury - Antoine Meo has handed KTM their first ever 350 EXC-F powered Enduro 2 World Championship

Words and Images: Future7Media



BIKE: KTM 350 EXC-F

TEAM: KTM ENDURO FACTORY RACING

MANAGER: Fabio Farioli

MECHANIC: Francesco Vardanega

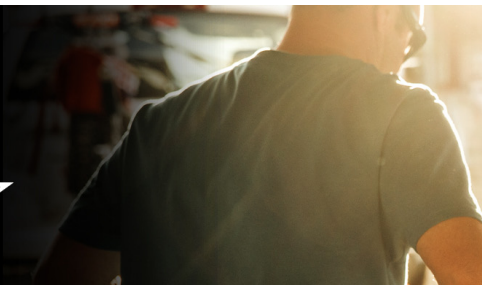
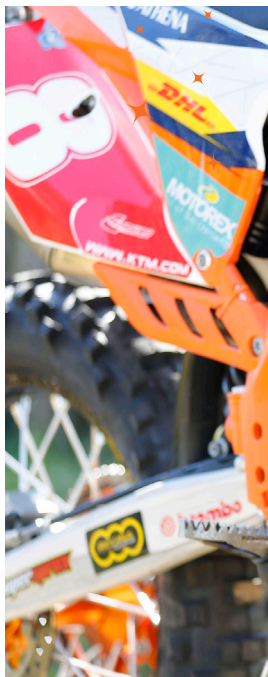


It's hard to believe, what with all the success and championships Antonio Cairoli has landed KTM in recent MXGP seasons, that it's only now the Austrian manufacturer has a 350f powered Enduro World Championship title to their credit. In 2015, thanks to their superfast Frenchman Antoine Meo, KTM got the job done and secured the Enduro 2 title with their 350 EXC-F.

There's a few reasons why it's taken a little longer than they'd have liked to secure the Blue Ribbon EWC title. In short, figuring out exactly how to best set-up the 'not a 250, not a 450' machine for off-road use while competing against some seriously on form competition hasn't been easy.

During 2015 Antoine Meo nailed it. He came out swinging, putting his near career-ending wrist injury from 2014 behind him to be better - faster, smoother, smarter - than ever before. Where 12 months ago it was Husqvarna's Pela Renet that was getting everything right, this year, with a revised bike set-up it was Meo all the way.

From the EWC series opener in Chile to the penultimate day of the championship where he finally secured the title, Meo held the upper hand. So what changed? Was it the rider or the bike? Well, it was kind of both. Realising that less equates to more, with a mellower motor Meo was able to ride harder and faster...





**THE FUTURE
STARTS HERE**



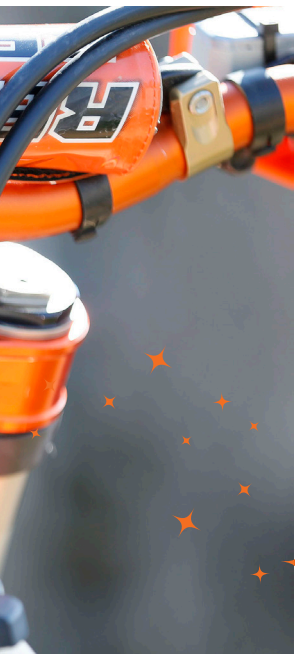
"WHEN I FIRST TESTED THE 350 EXC-F TWO YEARS AGO I KNEW WE HAD TO WORK HARD TO MAKE IT A CHAMPIONSHIP CONTENDER..."
ANTOINE MEO

ENGINE

"We started with an enduro engine and then swapped lots of parts from our motocross engines," explains Meo's mechanic Francesco Vardanega. With a motocross crankshaft, a Pankl piston from KTM's official SX-F machines as well as motocross cams, there are plenty of similarities to Tony Cairoli's previous generation 350 SX-F engine. Even the ignition comes from the motocross bikes, with the smaller rotor making just enough power. But as Vardanega points out, "It'd be better not to run all day with the lights on". One thing designed for enduro use is the Hinson ultra-progressive clutch.

FUEL INJECTION

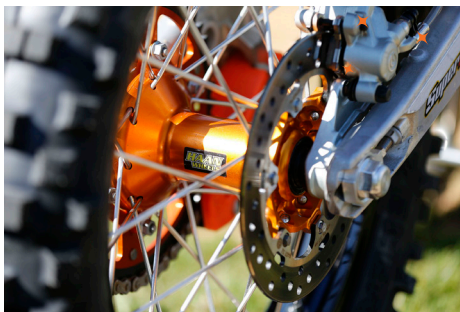
Keeping with the same diameter as standard (42mm) the Keihin injector has a new design, which sprays fuel from the bottom instead of the top. It's been shown that this setup provides much improved power delivery at lower rpm. It's been applied to KTM's



new motocross engines, all be it with larger 44mm injectors. The team spent a lot of development time setting up a variable mapping system, which was supposed to work as a kind of traction control. But after Meo's tough 2014 season it was removed in favour of an engine with two basic ignition maps (smooth and powerful).

COCKPIT

Antoine likes a pretty basic set-up with a 'standard' Renthal 999 handlebar and a seat with harder foam and a grippier cover. In rainy conditions it's possible to replace the seat cover with one that's even grippier, which stops Antoine's butt from slipping back. The fuel tank comes from a motocross bike with a capacity of 7.5 litres (9.0lt standard). KTM purposely make it transparent so that fuel levels can be checked quickly and easily. One of Antoine's favourite things are the Neken SFS triple clamps with the top clamp offering an extra 10mm of handlebar



travel thanks to two small shock absorbers. The clamps feature the standard 22mm offset. Titanium footpegs are made by Raptor and positioned 5mm further back than standard.

SUSPENSION

For a guy with such an aggressive riding style you wouldn't expect the factory WP suspension to have anything but a firm setting. And it is set firm. Using 52mm cone-valve forks and Trax rear shock Antoine likes his settings on the stiff side. From the initial travel, both the forks and shock are designed to work when pushed hard. Antoine's mechanic Francesco points out that most of the damper mods are focused on ensuring 'the suspension gives Antoine confidence'.

DRIVETRAIN

Meo's 350 EXC-F runs a close-ratio, six-speed gearbox that arrives directly from the official motocross team bikes. It's got a longer first and a shorter sixth gear. The team started last year with a 13/49 gearing but during most of 2015 they've been running a 13/50 setup. Supersprox rear sprockets are used, featuring heavy-duty steel teeth for guaranteed durability, especially in muddy conditions. The O-Ring chain is made by Regina, with a rivet link to increase security. The extra strength chain guard is produced by TM Designworks and is bolted on a special aluminium swingarm case that Neken provides to the team.

COOLING

To improve the cooling system's capabilities the team are using a set of larger capacity radiators from KTM's SXS line-up. They can be found in KTM's Power Parts catalogue. An automatic radiator fan is always placed on the right side of Meo's bike. The system works with the help of a thermostat without an external switch. The fan is engaging every time the engine temperature raises above 90 degrees C.



BRAKES

Always wanting a little extra power from his front brake Meo made KTM's mechanics develop a personalised set-up. With an improved caliper coming from Brembo's factory line and a longer lever the front brake offers some serious stopping power. The team also uses 'new' disks developed by Brembo. They're the standard diameter but have a new design and ensure added heat resistance. The rear disk provides an extra progressive feeling when braking as according to Vardanega "Antoine finds the standard rear brake too aggressive".

EXHAUST

Slovenian manufacturer Akrapovic develops the exhaust system for Meo's 350 EXC-F. With the team relying on a mostly standard after-market silencer, most of the work is focused on the front pipe. The Akrapovic system is especially designed for the 350 EXC-F. It's got a larger diameter pipe and a completely revamped design. Vardanega admits they've tested a pipe with a special resonance chamber, similar to the one found in production motocross bikes earlier on.

WHEELS & TYRES

A set of Excel rims are matched with high-strength spokes and hubs from Haan. Metzeler provides the team with Six Days Extreme tyres and mousses. With mousses Antoine has the ability to select between two different types for the front wheel - one soft and the other a little firmer. In the rear there's only one type of mousse, which depending on the type of terrain might be new or 'slightly used'. Normally Antoine spends some time training with a new rear mousse so that he can get the desired softness out of it.

MEO, ON HIS 350 EXC-F

"When I first tested the 350 EXC-F two years ago I knew we had to work hard to make it a championship contender. We had a bike with lots and lots of power and an extremely light feeling. It wasn't like the 450 EXC, which had plenty of torque and could get its power to the ground to find traction.

"We spent way too much time in 2014 developing a variable mapping system, which worked like a traction control. Traction was great in low rpm but past the mid range a big amount of power reached the rear wheel. It was like a turbo-boosted engine that made me loose traction. We gave this system too much confidence and as the battle with Pela Renet was raging we didn't have time to focus on the bike.



“Spending five months away from racing due to injury helped understand we’d gone in the wrong direction. So in 2015 we started over. We removed the system and I started trying to get a better feeling for traction with my right hand - the old fashioned way. With the support of some great people from KTM and the Farioli team we managed to build a bike that gave me the confidence to win the title and give back to KTM for all the hard work they’ve done over the past few years.”



“FOR A GUY WITH SUCH AN AGGRESSIVE RIDING STYLE YOU WOULDN’T EXPECT THE FACTORY WP SUSPENSION TO HAVE ANYTHING BUT A FIRM SETTING. AND IT IS SET FIRM...”



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MECHANIC'S SAY...

FRANCESCO VARDANEGA, ON MEO'S SETUP

"With Antoine's injury last year restricting movement of his right wrist, we had to make a few special adjustments to the bike. First of all, Antoine loves the Neken SFS triple clamp setup, which works like extra suspension. The system works with compressed air. We have the possibility to put anything from three to five bar of pressure in them but we normally stick to 4.5. We also use a special throttle cable with a smaller-sized reel that reduces the throttle twist. It's developed by the guys in KTM's R&D department and Antoine loves it."

"Antoine wants an engine with a strong power delivery from the bottom, which also gives plenty of horsepower in higher rpm. I'd say our engine can be easily compared to the standard 450 EXC engine in terms of power. Probably the most impressive thing on Antoine's bike is how hard he wants his suspension setup to be. He attacks all the time so he needs a bike to make him feel safe in any kind of conditions. Antoine also wants a super-powerful front brake. We've made some adjustments to the front brake caliper for that and we're also using a longer brake lever and a master cylinder from the previous model." 

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SHOULD I...

WEAR A CHEST PROTECTOR?

NO: ALEX SALVINI

2013 ENDURO 2 WORLD CHAMPION

"I prefer riding without any kind of body protection. I rarely use a foam chest protector but that's mainly to protect my upper body from trees and branches. I was using a chest protector in my last years in motocross, when I was riding a 450. If you don't wear a chest protector there it's like killing yourself. I was using it too in my first two years in enduro, but then gradually started racing without it. The greatest advantage is that I feel more comfortable and free on the bike without it. I know it'd help in case of a crash. But if I crash it means something's going wrong. It means I've made a mistake. And I'd rather try not to make such mistakes."





YES: DANIEL SANDERS

2015 ISDE ENDURO 3 WINNER

"I've always worn armour, my dad made me wear it when I was younger and I've just always used it. It feels really weird for me not to wear it now. And I don't understand why so many people ride without it. I know we don't get roosted in enduro like you do in motocross, but you can still make mistakes and crash. I think it's good to have it, especially for special tests through trees. You don't have to crash into a tree to get hurt, you can easily clip a tree with a shoulder and do some damage. Like I said I've always used it and I'm sure it's saved me on a few occasions." **e**



GALLERY #12.1.01

Start

There's no mistaking Red Bull Sea to Sky - bikes, beach and a tonne of action-thirsty tourists. The thundering sound of 50 race hungry enduro riders blasting down the Kemer shoreline, with the Turkish Riviera as its backdrop, is always a magical sight. In 2015 Andreas Lettenbichler showed he's got the biggest kahunas of 'em all. Keeping the wire tight on his 300cc KTM down the 1,000-meter long start straight he grabbed the holeshot.

GALLERY #12.1

Words and Photos: Future7Media



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GALLERY #12.1.02

Clockwise from top left: Andreas Lettenbichler //
Manuel Lettenbichler // Lars Enokl // Ben Hemingway

GALLERY #12.1



GALLERY #12.1.03

Jonny Walker

Red Bull Sea to Sky saw Jonny Walker's incredible run of 2015 race wins come to an end. Just one victory away from the Hard Enduro Grand Slam, the pressure was on Walker to win and secure the perfect season. Comfortably topping the Beach Race, the KTM rider got things off to a perfect start. But that was his only win of the weekend. With Wade Young claiming the Forest Race it was Graham Jarvis who was first to the top of the mountain in the main event, ending Walker's Grand Slam dream.



GALLERY #12.1



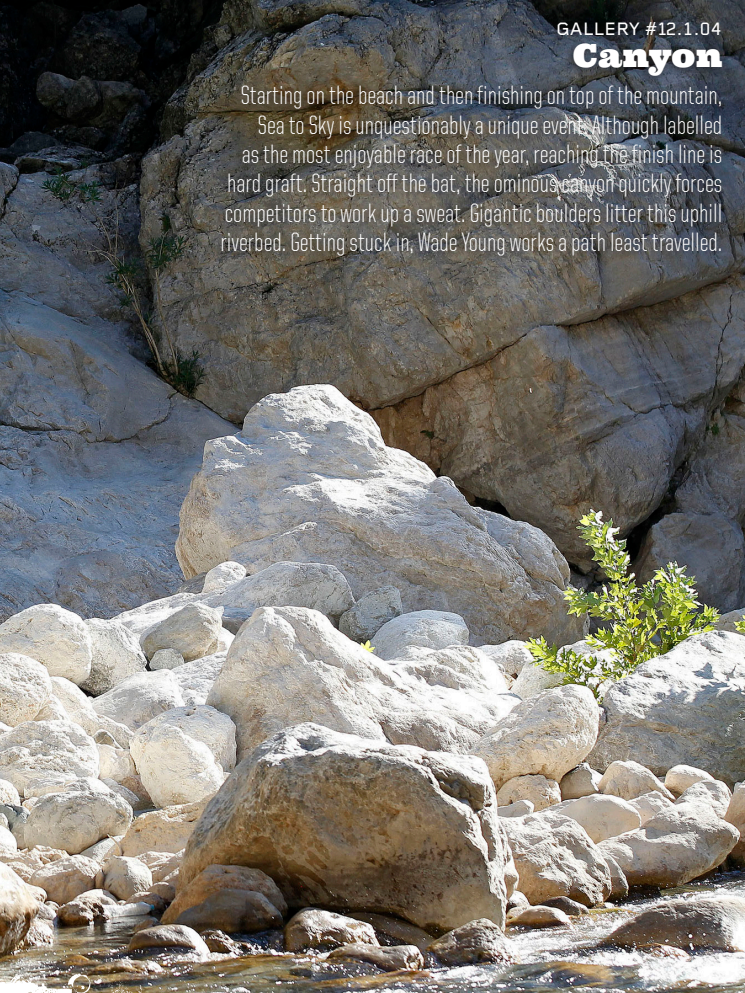
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GALLERY #12.1

Canyon

Starting on the beach and then finishing on top of the mountain, Sea to Sky is unquestionably a unique event. Although labelled as the most enjoyable race of the year, reaching the finish line is hard graft. Straight off the bat, the ominous canyon quickly forces competitors to work up a sweat. Gigantic boulders litter this uphill riverbed. Getting stuck in, Wade Young works a path least travelled.





GALLERY #12.1



GALLERY #12.1.05

Left: Andreas Lettenbichler // Top: Blake Gutzeit // Above: Philipp Schloz



GALLERY #12.1

Balancing Act

It's not a Hard Enduro race without some sort of weird and wacky obstacle thrown into the mix. Providing a very exciting end to the Forest Race, competitors were faced with riding a fallen tree across a rather deep pool of water. With time of the essence, fortune mostly favoured the brave who gambled on their luck.



Graham Jarvis

With four wins from five starts, Graham Jarvis is the undisputed king of the mountain at the Red Bull Sea to Sky. It's a race he's quickly made his own. Entering the 2015 running of the race, having endured a winless season - Erzberg aside - Graham had no intention of leaving the Olympus Mountain empty handed. Despite fluffing the start, Jarvis made inroads into Walker's early lead before outsmarting him by skipping the final fuel check. The Husqvarna rider rode across the 2,365m high finish line as a very worthy winner.





GALLERY #12.1





GALLERY #12.1.8
 Clockwise from left:
 Jonathon Richardson // Red Bull Sea
 to Sky Podium // Tourist



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DAYLIGHT CHASE

In order to carry out research into rider fatigue during the Glen Helen 24-hour the Kurt Caselli Foundation needed a bike. Step forward FMF KTM's Factory Off-Road National Hare and Hound desert race bike...

Words: Futrue7Media & Jesse Ziegler / Photos: Future7Media



ER





It wasn't about the bike. It was about a research study being conducted by the Caselli Foundation, testing the effects of rider fatigue throughout the Glen Helen 24-hour event. But in order to find out more about head acceleration, rotation and orientation they needed to race. They needed a bike...

That bike was an FMF KTM Factory Off-Road National Hare and Hound replica desert race bike. Supplied by KTM to the Caselli Foundation it was everything a great race bike should be - stylish (understated even), strong and effective, and more than a little desirable.

Prepared by KTM North America's Factory Service department - KTM's in-house motor prep facility - in short it's a near-as-damn-it replica of the bike Ivan Ramirez recently won the 2015 AMA National Hare & Hound Championship. Starting out as production 450 XC-F, the bike's built to deal effortlessly with everything and anything the desert throws at it. When wrapped in Caselli Foundation graphics and enough lighting power to illuminate a small village, it amounts to one seriously good-looking off-road warhorse...





BIKE: KTM 450 XC-F

TEAM: Kurt Caselli Foundation

RIDERS: Jesse Ziegler, Brad Baker, Michael Allen,
Eric Yorba, Skyler Howes and Ivan Ramirez





ENGINE

Engine modifications: KTM Factory Service package

Exhaust: FMF Mega Bomb system

EFI: Keihin (stock)

Transmission: 6 speed

Ignition: EXC - to run the Baja Designs lights

Spark Plug: NGK

Clutch Basket: Rekluse Core Manual

Lubricants: Motorex

Fuel: VP T4

Flywheel weight: None





CHASSIS

Front brake: Brembo / Galfer Disk

Rear Brake: Brembo/ Galfer Disk/ Zip-Ty

Racing Disk Guard

Triple clamps: KTM Power Parts / 22mm offset / PHDS Handle Bar Mounts

Bars: Renthal Twin Wall 996

Levers: Stock (modified)

Grips: Renthal, soft compound, half waffle

Handguards: Acerbis X-Force

Steering Damper: GPR

Fuel Tank: IMS oversized tank

Plastics: Acerbis

Air Filter: Twin Air & Twin Air dust cover

Radiators: Oversized & Power Parts Fan Kit

Sump guard: P3 Carbon

Chain: RK Chains EXW

Chain guards: TM Designworks

Sprockets & gearing: Renthal 13/51

Rear Wheel: Excel A60 18"

Front Wheel: Excel A60 21"

Front Disk Guard: Acerbis X-Brake

Tyres: Dunlop AT81 Front & AT81RC Rear



Suspension – Forks: WP 48mm

Cone Valve

Suspension – Shock: WP Trax Shock

Suspension linkage: Stock

Foot pegs: IMS Pro Series

Graphics: Kurt Caselli Foundation Kit
from KTM Power Parts

Seat: KTM Power Parts

Lights: Baja Designs Squadron XL

I RODE IT...

EXPERIENCING THE 24-HOUR FROM BEHIND THE BARS OF THE CASELLI FOUNDATION KTM 450 XC-F

"What was it like to ride the Kurt Caselli Foundation's Glen Helen 24-hour race bike? Well, it's a lot like riding an FMF KTM Factory Off-Road National Hare and Hound desert race bike. Because, that's exactly what it was. It's a go-fast, go straight and enjoy kind of ride.

"Think of an engine package that delivers a healthy, torque-filled dose of ponies right off the bottom. Not a pissed-off, macho bronco let loose and going nowhere fast with dramatic wheel spin. No, these ponies were respectful, powerful and pulling with traction and purpose. At about 1/4 throttle they get a little more focused on going fast and decide to go for a fire-breathing straight line to the moon. The engine is remarkable in its inability to slow down. There is no top limit. It doesn't snap or hit at all... anywhere. It just goes. I'm convinced the ultra-cool Kurt Caselli Foundation graphics would peel off before the power curve dropped!

"Slap that engine in a nimble 450 XC-F chassis with desert-spec'd WP Cone Valve forks and Trax Shock and you are about to actually enjoy the terrible punishment that is Glen Helen's 24-hour. The set-up isn't stiff. It's actually incredibly plush on chatter and small bumps, while at the same time it worked great on high-speed/high-impact





hits. It practically ignored high-speed sand rollers and coffee-table-sized curbs as it went straight, straight, straight pretty much all the time. And that's what the Glen Helen event really is. It's a bunch of terrible bumps and crappy holes for about 15-20 minutes each lap (13-14 minutes if you're Ivan Ramirez or Eric Yorba).

"On the 'Look at all this cool stuff' page, the bike oozed bad-assery. Clearly the winner was the headlight setup from Baja Designs but every detail was touched by super wrench Robbie Goolsby from the KTM HQ. The levers were even custom shaped for less of a sharp edge. I think it had Wi-Fi.

"Honestly, I've ridden plenty of stock and modified bikes in this painful event and I can honestly say I've never had it so good. To participate in a Kurt Caselli Foundation study generating real, valuable data to benefit the health of off-road racers in years to come was the icing on the cake..."

Jesse Ziegler 

www.casellifoundation.com

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#1 MADE US LAUGH

SELFIE - GHOST RIDE PHOTO BOMB

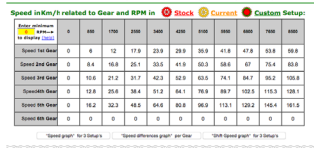
When Chris Birch uploaded this image to @birchynz we initially wondered why. Then we realized. Look closely and you'll spot some poor guy launching his dirt bike over a tyre wall. Selfie photo bomb timing doesn't get much better than this...

2# CAUGHT OUR ATTENTION

YAMAHA PED-1

The Japanese firm's prototype electric dirt bike is nothing new. The project was first presented two years ago at the Tokyo Motor Show. What recently caught our attention is the announcement that Yamaha has now filed for patents for this bike in Japan, which means there's a chance we might see it produced earlier than expected. A first Japanese offering to KTM's Freeride E family?





Think about changing to a bigger rear sprocket and want to determine top speed or engine RPM? Gearing Commander is a tool to calculate the effect of changing parts of your bike's drive train. It might look complicated at first but trust us it can be a really useful tool.

Enjoy 26 minutes of extreme enduro action from the beaches and the mountains of Turkey. The sixth and final episode of Red Bull's 2015 Hard Enduro series explains how extreme enduro legend Graham Jarvis managed to secure



Over the past 14 years KTM Ride4Kids has raised over \$750,000 to help children and families living with cancer in Australia. The 2015 event had almost 250 riders show up for a full day of non-competitive riding. Guest of honour was five-time Australian Off-Road Champion and 2015 Dakar podium finisher Toby Price.



GAERNE SG 11 BOOTS

The SG 11 boots were introduced into Gaerne's product line-up to fill the slot between the SG 10 and their flagship SG 12 models. And they're good.

Sharing technology across their range Gaerne built the SG 11 with a wrap-around pivot system that offers easy movement and zero break-in time. You literally take them out of the box, adjust the buckles and you're ready to go.

Mixing technology with quality materials ensures the SG 11 provides a great combination of flexibility and protection. Along with the pivot system that prevents ankle twisting, key to the boot's 'safety' are the carefully placed plastic coverings. Great protection, but it did take us a little time to get used to having a slightly thicker left toe area when shifting gears.

A slim overall design brings both feet close to the frame with the flat inside surface and massive rubber panels giving loads of grip. Gaerne's dual-compound rubber sole works really well in both dry and wet conditions.

With top-notch technology, great flexibility out of the box and solid protection the SG 11 easily matches the overall performance of more expensive, premium off-road boots.

www.mrsltd.co.uk www.gaerne.com

GHT



TAKE A LOOK *[RALLY SPECIAL]* THREE WEBSITES WORTH CHECKING OUT...

www.rallyindochina.com

Language: English

Type: Rally racing for a good cause

How about racing a laid-back rally in the heart of Asia in order to help the fight against child trafficking? Sounds good, doesn't it? Open to any kind of motorcycle the Rally Indochina is a 10-day riding adventure crisscrossing the massive mountain range of northern Vietnam. The 2016 Rally starts on May 2. Organisers are aiming to add to the \$190,000 raised over the past five years for the Blue Dragon Children's Foundation.

www.rally-breslau.com

Language: English

Type: Rally racing in Central Europe

The Rallye Breslau Poland is among the best-known rally events in Central Europe. It takes place annually with its 2016 edition scheduled to start on June 4 in Breslau, western Poland. The race includes eight stages and is open to any kind of enduro bike. Later on in the year, on September 10 to 17, the same team also organise the Balkan Off-road Rallye in Bulgaria. Their website has info on both events.

www.africarace.com

Language: English and French

Type: Rally racing from Monaco to Dakar

The way its organisers see it, the Africa Eco Race is 'the real race to Dakar' which follows the footsteps of Dakar Rally founder Thierry Sabine. The eighth edition of the event will take place from December 27, 2015 to January 10, 2016. It will start from Monaco in Europe before the real 12-stage race takes competitors through Morocco and Mauritania all the way to the finish at the famous Lac Rose in Dakar, Senegal.

PRODUCT SPOTLIGHT

POLISPORT TRIPOD STAND

It folds down small. It's light, strong and takes up a fraction of the space of a 'real' stand. Polisport's Tripod stand might not allow you to do wheels out bike maintenance but they're incredibly good at removing the need to lean your bike against the side of your van. Like the metal triangle stands that come with Japanese bikes, the plastic Tripod comes with different-sized axle spacers to ensure quick and secure fixing onto all bikes. It's one of our go-to top of the tool box products.

www.polisport.com



WTF

REMES' TM SUSPENSION LINKAGE COVER



It's not substantial enough to be a guard, so we're calling it a cover. Fitted to the now 2015 Enduro 1 World Champion Eero Remes' 250f TM at the EWC final round in France was this rear suspension linkage mud flap.

Using a super-strong carbon kevlar airbox rear shock flap – the flexible part that hangs down from an airbox –

Remes' mechanics attached the flap to the inside rear of his bike's skid plate.

The result is a tough and flexible cover that runs underneath the linkage, preventing any unwanted build-up of mud. Neat, inexpensive and simple enough for anyone to do the same.

PRODUCT SPOTLIGHT

FOX FLEXAIR PANT & JERSEY

Globally launched earlier this year Fox's Flexair gear line-up is the end result of three years of development. Collecting data from some of the world's best riders Fox really pushed the envelope, adopting technology they claim the off-road world hasn't seen before.

Featuring a special four-way stretch fabric the Flexair pant is designed to maximise durability and ventilation. The Flexair is the lightest pant they've ever produced and 40% more durable than any other stretch pant on the market, so they say. Take it from us the pants are unbelievably light. And stretchy.

You appreciate how light the Flexair pants are right out of the bag. Once on they offer a close-fitting fit with only the knee areas being any different, giving plenty of space for braces. The snug fit starts around the calves but also applies to the upper leg and hip areas. It made us wonder if we needed to upsize. Tailored lines, super stretchy and hyper breathable, the Flexair pant is also very thin - ideal for riding in warmer weather.

A similar design philosophy applies to the Flexair jersey, which according to Fox is 25% lighter than any competitor. It's kind of like wearing fresh air. With a 4% Lycra fabric blend it stretches nicely as you move. If you want to run armour underneath the shirt, we'd recommend a larger shirt. The sleeves give a fitted, snug feeling with the key again being the fabric's ability to stretch and flex. Anyone fond of a snug rather than a baggy feel will love it.

www.foxhead.com



END ZONE

SPOTTED

SUPER SKINNY BRAKE LEVER

Some like 'em big, some like 'em short. Some like 'em skinny. And skinny was most definitely the order of the day on the FMF KTM 450 XC-F used by the Caselli Foundation during the Glen Helen 24-Hour race. Reworking the front brake lever's profile to be almost square, the KTM crew scored top marks for attention to detail.



SEAT HUMP

This is one of the most extreme seat humps we've ever seen, fitted to Christophe Nambotin's bike at the EWC's final race of 2015. Despite looking like his mechanic had started sculpting a mini supercross track on top of the seat, Nambo reckoned it helped. And if it works it ain't stupid.

FOOTREST COVER

We've seen a number of home-made guards, shields and covers designed to prevent mud building up around footpegs, but as far as we know Acerbis are the only company that make foot peg covers. Used on Antoine Meo's 350 KTM, the flexible rubber covers keep mud out, ensuring his footpegs don't get stuck up when exiting muddy, rutted corners.





PRODUCT SPOTLIGHT

FORCEFIELD PRO SHIRT X-V

Forcefield's Pro Shirt X-V is an 'all-action' shirt that offers great protection in a compact package. Housed in a highly breathable, anti-bacterial base layer are CE-approved protectors. There are two thick three-layer protectors in the front and the back as well as armour 'cups' on the shoulders and elbows.

The protective areas of the shirt are pretty thick, suggesting they'll take a good beating. And they're well-placed, which allows free body movement when the Pro Shirt is worn. After a few minutes on the bike you almost forget you're wearing it. The back protector is a little bulky due to its length, but certainly offers full spinal protection.

Closure is quick and easy via a side frontal zip. Its elasticated fabric has a smooth texture against the skin and with the shirt being long it's easy to tuck into riding pants. Both sleeves feature thumb holes, something those trail riding in low temperatures will appreciate.

www.forcefieldbodyarmour.com



END ZONE

GOOD NEWS

BECAUSE WE'RE ALL SICK OF NEGATIVE MAINSTREAM NEWS...

Gas Gas' insolvency administrators are in advanced negotiations with Sherco, e-bike manufacturer Torrot and an investment fund called IRG.

Following a tough season Stateside, Daniel Milner followed up on his strong ISDE performance by winning a fourth Australian 4-Day Enduro title.

PAUL BOLTON HAS CAPTURED HIS FIRST INTERNATIONAL EXTREME ENDURO VICTORY. BOLTS WON THE 2015 EDITION OF THE UKUPACHA EXTREME IN ECUADOR.

Fox Factory Holding (suspension, not clothing) will acquire assets of Marzocchi's mountain bike product lines. Will this open the way for Marzocchi's motorcycle products to resume production?

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SHERCO

After a dream debut EWC season Steve Holcombe confirmed he'll be part of Beta's factory team racing an RR 300 two-stroke in Enduro 3 for 2016.

REPORTS IN FRENCH MEDIA LINK THE 2017 ISDE WITH THE TOWN OF BRIVE IN THE SOUTH OF FRANCE.

The EWC is travelling to Africa for the first time ever. The opening round of the 2016 season will be the GP of Morocco in Agadir, April 8 to 10.

Winning the 2015 Hare & Hound title Ivan Ramirez became the first Mexican ever to get an AMA National Championship title.

UNLIKE PELA RENET AND ANTOINE MEO, ALEX SALVINI IS STAYING IN ENDURO FOR 2016. THE 2013 WORLD CHAMP WILL START 2016 AS E2 TITLE FAVOURITE.

R SHERCO MOTORCYCLES

2 & 4 Stroke in stock



Sport





LO
SA

SHERCO

FIN INT

SELFIE: LORENZO ANTOLINO

Words and Photos: Future7Media

Age: 28

D.O.B: 4.8.1987

Height: 1.80 meters

Weight: 80 kg

Team: Sherco Enduro Factory Racing

Lives: I live with my parents most of the time, in Salamanca, Spain. Salamanca is the centre of Spain, between Madrid and Portugal. It's a very flat area, not great for riding. Salamanca is a big university city, where 40% of the population are students. It has many historical monuments.

Rides: I ride for the Sherco Enduro Factory Racing team, in the Enduro 1 class of the Enduro World Championship on a 250 four-stroke. I also compete in Italian and Spanish races as training. I finished third in the Enduro 1 World Championship grabbing a victory on day two of the EWC GP of Italy.





Trains: I like to train on bicycles – on my road bike during the summer and my mountain bike during the winter. I also swim once a week, as well as doing some running. It depends on the time of year but generally during the winter I train with my enduro bike four or five times a week, during the season maybe once or twice.

Injuries: I've been lucky and not had any really, really bad injuries. I have broken my arm, had some problems with one of my shoulders. I've had to stop racing several times because of injury, but not for more than one month at a time.

Goals: My goal is always to try and get onto the podium in the world championship – it's not easy against riders like Eero Remes, Christophe Nambotin and Danny McCanney.



Likes: I got into computers when I was younger. Now, I like engineering. I always like to understand how things work. I like anything that's mechanical.

Pride & joy: I have the bike that I won the Enduro Junior World Championship - a 2010 250cc four-stroke KTM. It was completely rebuilt, in perfect condition. It is in my garage at home.

In 10 years: I hope to still be racing, but maybe not in enduro because I will be 38 then. I have interest to try rally, and I would love to be able to do some car racing.

Hidden talent:

I can speak a few languages, but that's not a hidden talent. No, nothing really.

Future projects:

I would like to have and manage my own team. Maybe with younger riders, to help them develop into riders that can one day compete in international races.

Childhood memory:

I remember getting my first bike with gears, and also competing in my first race. I had a really good start, which was a surprise because it was my first time on a real motocross track. I was so nervous that I'd made such a good start that I crashed in the third corner.

Motivation:

It comes from my passion for competition, my want to do better.





Regrets: It's not easy to say. Of course I would change some small things about what I did when I was younger. But generally, no there is nothing that I really regret.

Next year: I'm happy to be staying with Sherco. For the moment we haven't decided which class we'll be racing but most likely I'll stay in Enduro 1 and try and fight for more victories. **e**

enduro

ILLUSTRATED

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**WANT TO DO SOMETHING
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Visit www.kurtcaselli.com and realise that you can make a difference. The Kurt Caselli Foundation was established following Kurt's untimely death with one simple goal - to protect and support the lives of off-road racers.

ON THE COVER:



BIKE: YAMAHA WR250F

EVENT: Serres Rally 2015

PHOTO: Rallymaniacs

Like most European rally raids Serres Rally is a multi-stage competition. One you

can have a hell of a good time at. Needing little more than an enduro bike with a few modifications, we opted to race the 1,700km Greek event on our Yamaha WR250F. We set out to discover how much fun can be had on a mostly standard 250F enduro bike.

FUTURE 7 MEDIA

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